

2007-R-066

Property Owner: Milton T, LLC.

Agent: Roy V. Andrews, Esq (Lindsay & Andrews, P.A.))

Project Name: Airway Oaks

Existing Zoning: R1 (Single Family Residential)

Proposed Zoning: R2 (Medium Density Residential)

Existing FLUM: Single Family Residential

Proposed FLUM: No Change

STAFF ANALYSIS

Part I. General Information:

Applicant: Milton T, LLC.

Agent: Roy V. Andrews, Esq (Lindsay & Andrews, P.A.)

Project Location: North Airport Road, East Milton

Parcel Number: 32-2N-28-0000-00101-0000 and 36-2N-28-0000-00900-0000

Parcel Size: 23.05 (+/-) acres

Purpose: Single Family Residential Subdivision

Requested Action: Amendment of the Land Development Code Official Zoning Map changing the zoning district **from R1 to R2**.

Existing Zoning Description: R1 (Single Family Residential District) allows detached single family residential structures, group homes, and accessory structures and facilities. Maximum allowable density = 4 du per acre.

Proposed Zoning Description: R2 (Medium Density Residential District) allows detached single family residential structures, zero lot line, patio homes, cluster homes, duplexes, attached and detached multiple family residential structures, group homes, and accessory structures and facilities. Mobile homes are prohibited. Maximum allowable density = 10 du per acre.

Existing FLUM: Single Family Residential (max 4 du per acre)

Current Use of Land: Wooded and vacant

Surrounding Zoning: R1 (Single Family Residential) is located north and west of the subject site. R1M (Mixed Residential Subdivision District) is located south of the site. Peter Prince Milton Airport is located east of the site across Airport Road and is zoned M2 (General Industrial District)

Rezoning History: No rezonings have occurred in the vicinity of the site.

Part II. Data and Analysis (Consistency with the Santa Rosa County Comprehensive Plan):

A. Infrastructure Availability:

(1) Predicted Maximum Roadway Impact:

The maximum number of units is limited in this case by its future land use designation to 4 units per acre (or a total of 92 units for 23.05 acres), which is less than the maximum

allowed by the proposed zoning. The current zoning would produce approximately 441 average daily vehicle trips onto North Airport Road; however, assuming a worst case scenario at the maximum allowed density of 231 units, the proposed development would generate an additional 662 average daily trips, which is within the current LOS standards for the affected roadways. Notably, the applicant proposes a total density of 67 units on approximately 23.05 acres, suggesting a density of 2.9 units per acre, which is well below the maximum allowed density of 4 units per acre (or total 92 units) for its current R1 (Single Family Residential District).

(2) Potable Water:

East Milton Water System

Maximum Capacity:	5.1 million gallons per day
Average Flow:	1.1 million gallons per day

A letter provided by the applicant from the East Milton Water System states “currently a 4” line runs on the west side of Airport Road”. The Water System further indicates that an upgrade to a 6” connection will be required and the applicant will need to install a connection that will run south on North Airport Road to Johnson Road. Connection to the East Milton Water System is the developer’s responsibility and will require plan review and connection in compliance with East Milton Water System regulations. If development plans are approved, the proposed rezoning is not expected to create capacity problems for the servicing water provider.

(3) Sanitary Sewer:

City of Milton

Maximum Capacity:	2.5 million gallons per day
Average Flow:	1.25 million gallons per day

A letter provided by the applicant from the City of Milton indicates that sanitary sewer is not currently available; however, the parcels could possibly be connected to the city’s wastewater transmission lines. There is a 10” PVC sewer forcemain located on Johnson Road approximately 4,405 feet from the subject property line. Connection to the City of Milton is the developer’s responsibility and will require plan review and connection in compliance with City of Milton regulations. If development plans are approved, the proposed rezoning is not expected to create capacity problems for the servicing sewer provider.

(4) Solid Waste:

The applicant indicates a private hauler will be used to transport solid waste from the site. The County has adequate solid waste capacity for the next 75 years.

(5) Parks, Recreation and Open Space:

The subject site is adjacent to the Woodland Lake Heights Public Park and approximately 3 miles from the Milton Park, which is within the 3-mile distance for Community Parks recommended by the Comprehensive Plan Support Document. The conceptual submitted by the applicant indicates plans to include parks as part of the proposed development.

(6) Schools

The School District of Santa Rosa County (per Steve Ratliff, Assistant Superintendent for Administrative Services) indicated the school district has adequate capacity for any increased student load created by the development.

B. Compatibility:

Policy 5.1.C.8 of the Comprehensive Plan states:

"the County shall continue to utilize the Future Land Use Map amendment, rezoning, conditional use and special exception approval process to assure that new proposed land uses are compatible with existing residential uses, and will not significantly contribute to the degradation of residential neighborhoods."

Policy 3.3.A.2 of the Comprehensive Plan states:

"Future Land Use Map amendments and rezonings within the southeast area of the NOLF Choctaw MAZ that would allow for increased gross residential densities are limited to no more than four dwelling units per acre."

Within all other MAZs and PAZs, Future Land Use Map amendments and rezonings that would allow for increased gross residential densities are prohibited".

The subject property is located within the Public Airport Zone (PAZ) for Peter Prince Public Airport. The maximum number of units is limited in this case by its future land use designation of 4 units per acre (or a total of 92 units for 23.05 acres) and the PAZ for Peter Prince Public Airport. The conceptual site plan submitted by the applicant indicates a proposed density of 67 single family dwelling units which is 25 dwelling units less than the allowable density.

The R2 zoning as proposed by the applicant's development plans maintains its single family residential character, reflects compatibility with surrounding areas, and provides functional recreation and open space (making the rezoning consistent with the policy noted above).

C. Suitability:

Policy 3.1.E.6 of the Comprehensive Plan states:

"the County shall use the latest version of the Flood Damage Prevention Ordinance promulgated by the FEMA to determine the location of the 100-year floodplain and flood

prone areas and development shall be limited in those areas, consistent with FEMA requirements."

The area requested for rezoning is located within a FEMA Zone "X", which means an area determined to be outside 500- year flood plain. The request is thus consistent with this policy.

Policy 3.1.A.2 of the Comprehensive Plan states:

"the maximum densities and intensities permitted on a given parcel of land shall be based upon the suitability of topography and soil types for septic drainfield systems, potable water wells, and ability to physically support buildings and improvements, as determined by the Santa Rosa County Soils Map, the Department of Health, DEP, COE, and appropriate engineering manuals, in the review of proposed development projects."

The National Wetlands Inventory Map indicates there are no wetlands on this site.

D. Urban Sprawl

Policy 3.1.G.4 of the Comprehensive Plan states:

"no future land use category may be changed and no rezoning may be approved unless a finding is made that the change in land use or land use classification or zoning category will promote compact development and discourage urban sprawl. The Santa Rosa County Board of County Commissioners shall be responsible for making such finding upon receipt of a report from the LPA."

The proposed rezoning by this application suggests an opportunity for compact/infill development. A rezoning to R2 supports development in an area of increasing growth pressure and would not result in a finding of urban sprawl under the proposed classification. The request is, therefore, consistent with this policy.

Y:\PlanZone\2007 CPA & Rezoning\INDIVIDUAL PROJECTS for 2007\07-R-066; Roy Andrews, Milton T, LLC; Rezone R1 to R2 (23.05 acres)\07-R-066, Staff Analysis.doc

2007-R-066 Traffic Analysis Append

Traffic Analysis Append

For the R1 estimation:

Single Family Detached Housing (210)

23.05 acres x 4 du's/acre = 92.2 possible units
Average Rate: $9.57 \times 92.2 = 882.35$ Average Daily Trips
Driveway %: $0.50 \times 882.35 = 441.17$ Average Daily Trips
New Trip % = 100%; $441.17 \times 1.00 = 441.17$ New daily Trips

Selection of the ITE data plot (210) for Single Family Detached Housing was made because this was the worst case scenario or the maximum allowable level of development intensity within the zoning district. The independent variable (Dwelling Units) was chosen in accordance with professionally accepted practices: there was a coefficient of determination of 0.96 for this data plot; the standard deviation of 3.69; and there was a large sample size (350 studies).

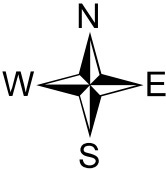
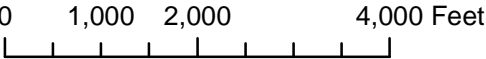
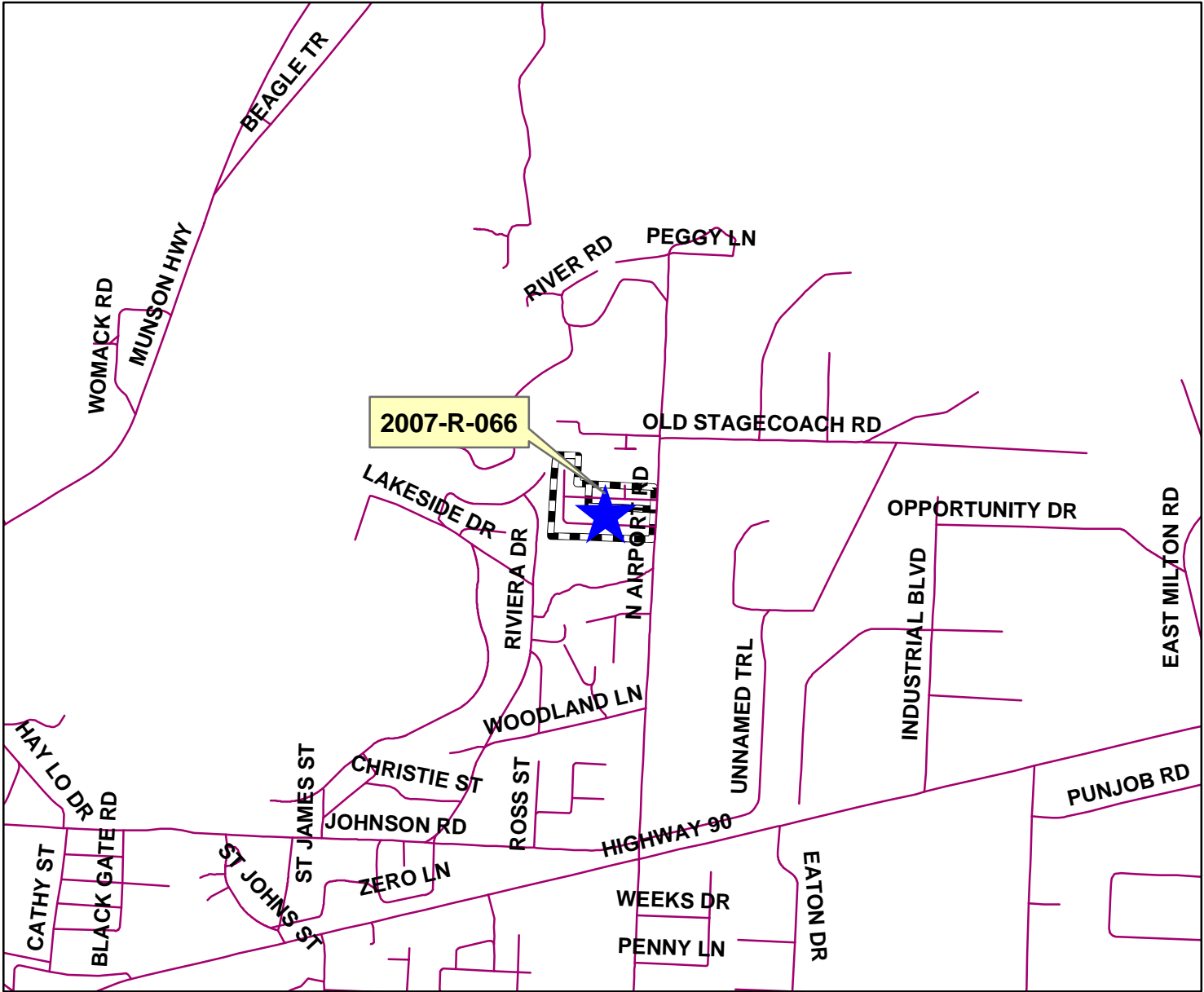
For the R2 estimation:

Single Family Detached Housing (210)

23.05 acres x 10 du's/acre = 230.5 possible units
Average Rate: $9.57 \times 230.5 = 2,205.88$ Average Daily Trips
Driveway %: $0.50 \times 2,205.88 = 1,102.94$ Average Daily Trips
New Trip % = 100%; $1,102.94 \times 1.00 = 1,102.94$ New Daily Trips

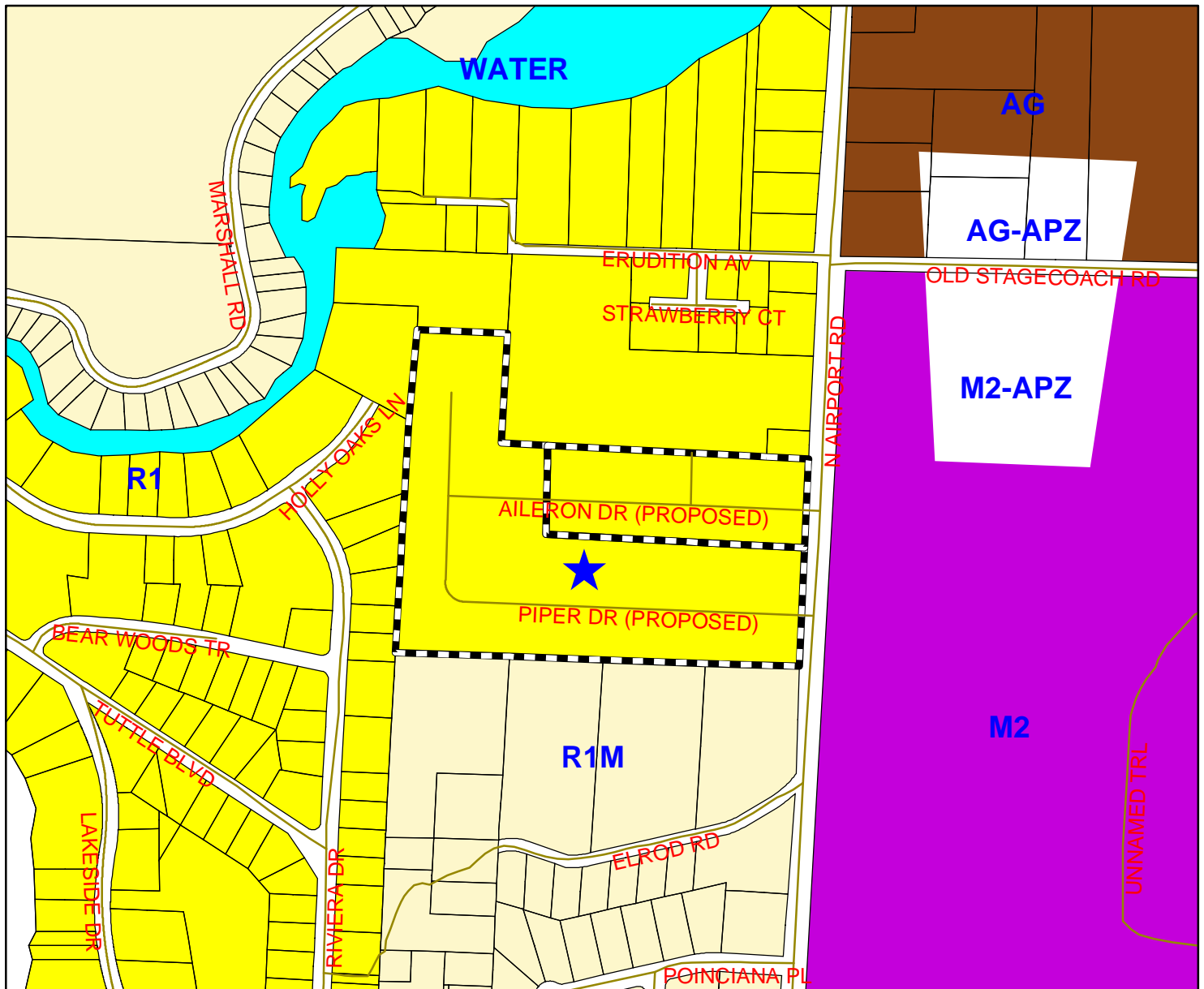
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Location Map (2007-R-066)



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Current Zoning (2007-R-066)



0 300 600 1,200 Feet



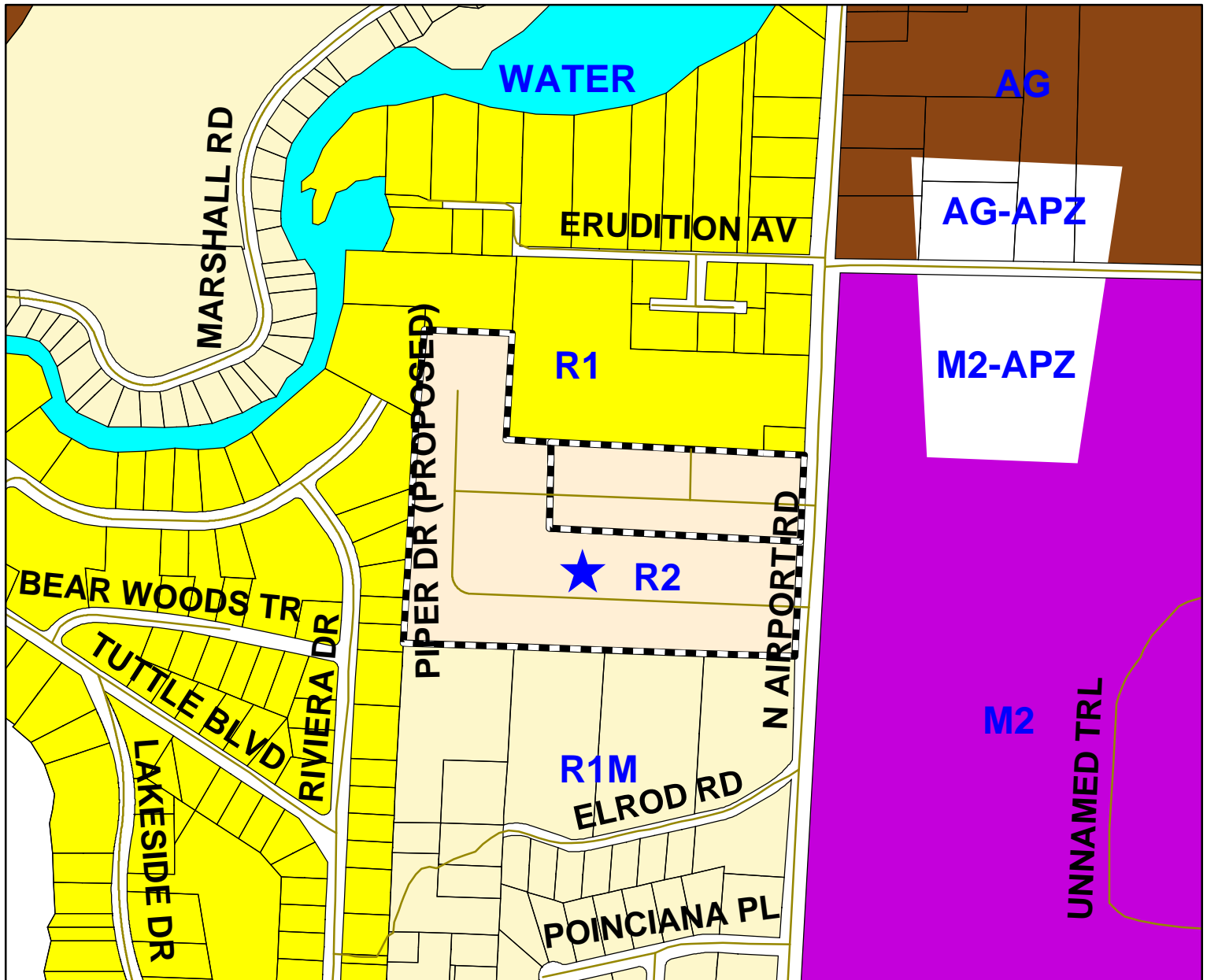
Legend

Streets	Historical/Multiple Family (HR-2)	Mixed Residential Subdivision (R-1M)	Navarre Beach - Planned Mixed Use Development
07-R-066_Rezoning	Restricted Industrial (M-1)	Medium Density Residential (R-2)	Navarre Beach - Conservation/Recreation
Parcels	General Industrial (M-2)	Medium Density Mixed Residential (R-2M)	Navarre Beach - Single Family
Zoning District	PID	Medium High Density Residential (R-3)	Navarre Beach - Medium High Density
Agriculture/Rural Residential (AG)	Neighborhood Commercial (NC)	Rural Residential Single Family (RR-1)	Navarre Beach - Utilities
Agriculture (AG2)	Passive Park (P-1)	Town Center 1 (TC1)	State
Marina (C-1M)	Active Park (P-2)	Town Center 2 (TC2)	Right of Ways
Marina and Yacht Club (C-2M)	Planned Business District (PBD)	Navarre Beach - Commercial	Military
Historical/Commercial (HC-1)	Planned Unit Development (PUD)	Hotel - Navarre Beach	Water
Highway Commercial Development (HCD)	Single Family Residential (R-1)	Navarre Beach - High Density	Municipal Boundaries
Historical/Single Family (HR-1)	Single Family Residential (R-1A)	Navarre Beach -Medium Density	

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Proposed Zoning Map (2007-R-066)



0 260 520 1,040 Feet



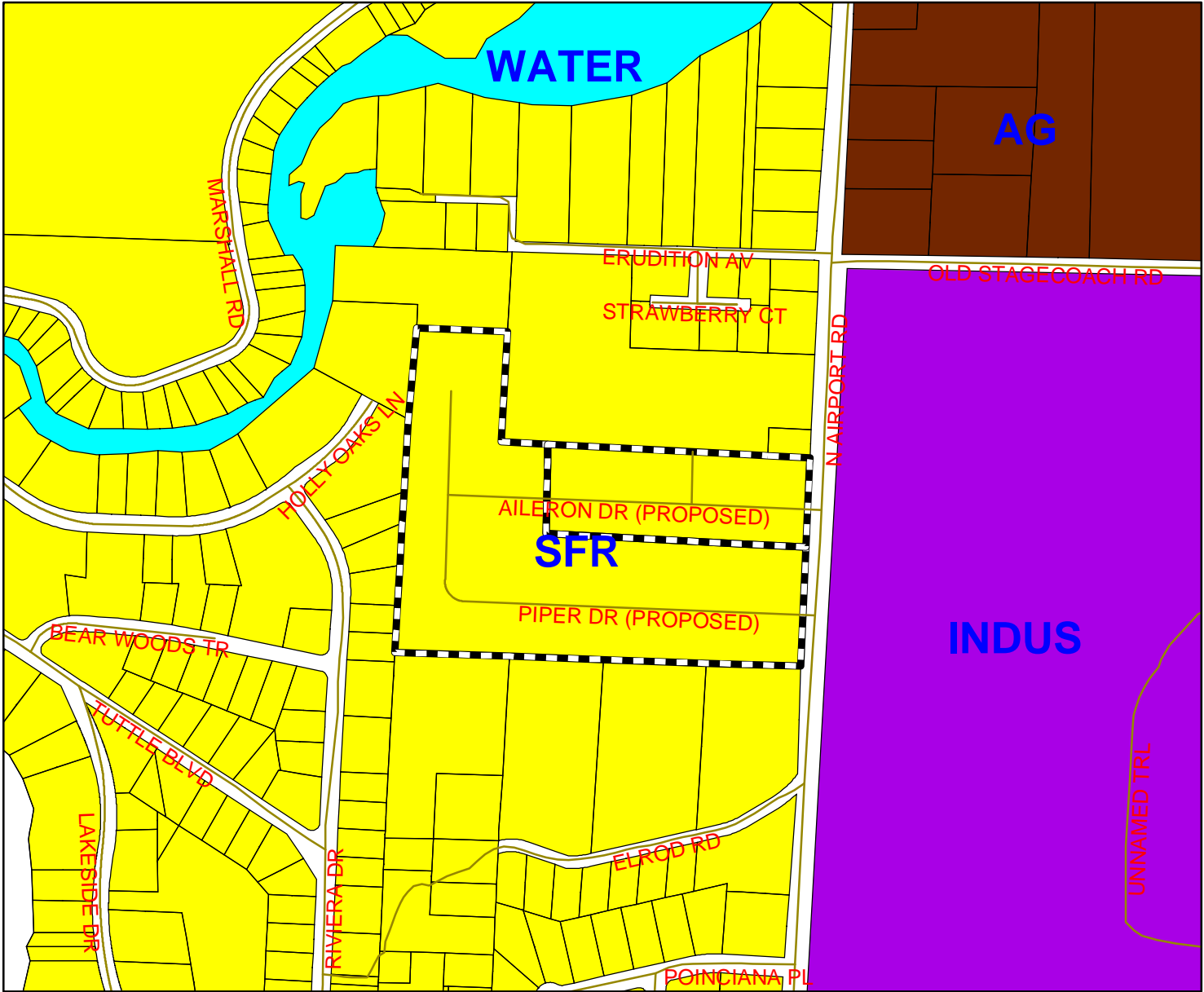
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Streets	Historical/Multiple Family (HR-2)	Mixed Residential Subdivision (R-1M)	Navarre Beach - Planned Mixed Use Development
07-R-066_Res zoning	Restricted Industrial (M-1)	Medium Density Residential (R-2)	Navarre Beach - Conservation/Recreation
Parcels	General Industrial (M-2)	Medium Density Mixed Residential (R-2M)	Navarre Beach - Single Family
Zoning District	PID	Medium High Density Residential (R-3)	Navarre Beach - Medium High Density
Agriculture/Rural Residential (AG)	Neighborhood Commercial (NC)	Rural Residential Single Family (RR-1)	Navarre Beach - Utilities
Agriculture (AG2)	Passive Park (P-1)	Town Center 1 (TC1)	State
Marina (C-1M)	Active Park (P-2)	Town Center 2 (TC2)	Right of Ways
Marina and Yacht Club (C-2M)	Planned Business District (PBD)	Navarre Beach - Commercial	Military
Historical/Commercial (HC-1)	Planned Unit Development (PUD)	Hotel - Navarre Beach	Water
Highway Commercial Development (HCD)	Single Family Residential (R-1)	Navarre Beach - High Density	Municipal Boundaries
Historical/Single Family (HR-1)	Single Family Residential (R-1A)	Navarre Beach - Medium Density	

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Future Land Use (2007-R-066)

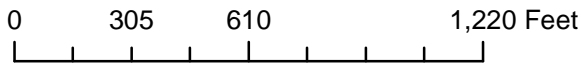
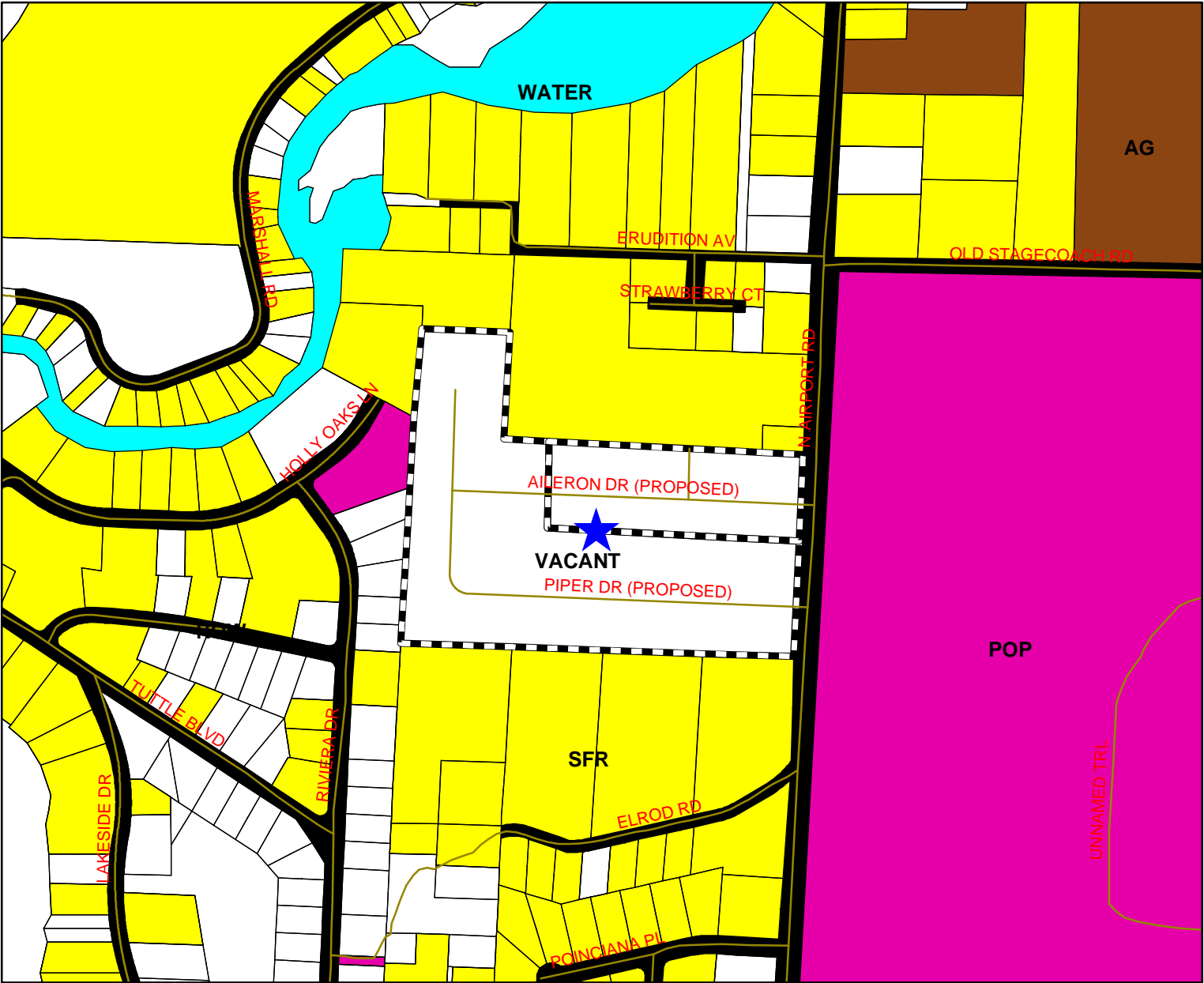


Legend

Streets	GP SINGLE FAMILY RESIDENTIAL (GPSFR)	NAVARRE BEACH MEDIUM DENSITY RESIDENTIAL (NBMDR)
07-R-066_Res zoning	GP RURAL RESIDENTIAL (GPRR)	NAVARRE BEACH MEDIUM/HIGH DENSITY RESIDENTIAL (NBMDR)
Parcels	BAGDAD HISTORIC DISTRICT (HIS)	NAVARRE BEACH HIGH DENSITY RESIDENTIAL (NBHDR)
FLUM	INDUSTRIAL (INDUS)	NAVARRE BEACH MIXED RESIDENTIAL/COMMERCIAL (NBMR)
AGRICULTURE (AG)	MARINA (MARINA)	NAVARRE BEACH UTILITIES (NBU)
SINGLE FAMILY RESIDENTIAL (SFR)	MILITARY (MIL)	CITY
MEDIUM DENSITY RESIDENTIAL	MIXED RESIDENTIAL COMMERCIAL (MRC)	RAIL
RESIDENTIAL (RES)	NAVARRE BEACH COMMERCIAL (NBCOMM)	WATER
COMMERCIAL (COMM)	NAVARRE BEACH LOW DENSITY RESIDENTIAL (NBLDR)	
CONSERVATION/RECREATION (CON/REC)		

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Existing Land Use Map (2007-R-066)



Legend

Streets	City	Recreation/Open Space
07-R-066_Rezoning	Commercial	Right of Way
Parcels	Institutional	Single Family Residential
ELUM	Military	Silviculture
CATEGORY	Mixed Residential/Commercial	Unknown
Agriculture	Office	Vacant
Agriculture Homestead	Public Owned Property	Water
Condo/Townhomes	Recreation/Commercial	

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Aerial (2007-R-066)



0 300 600 1,200 Feet



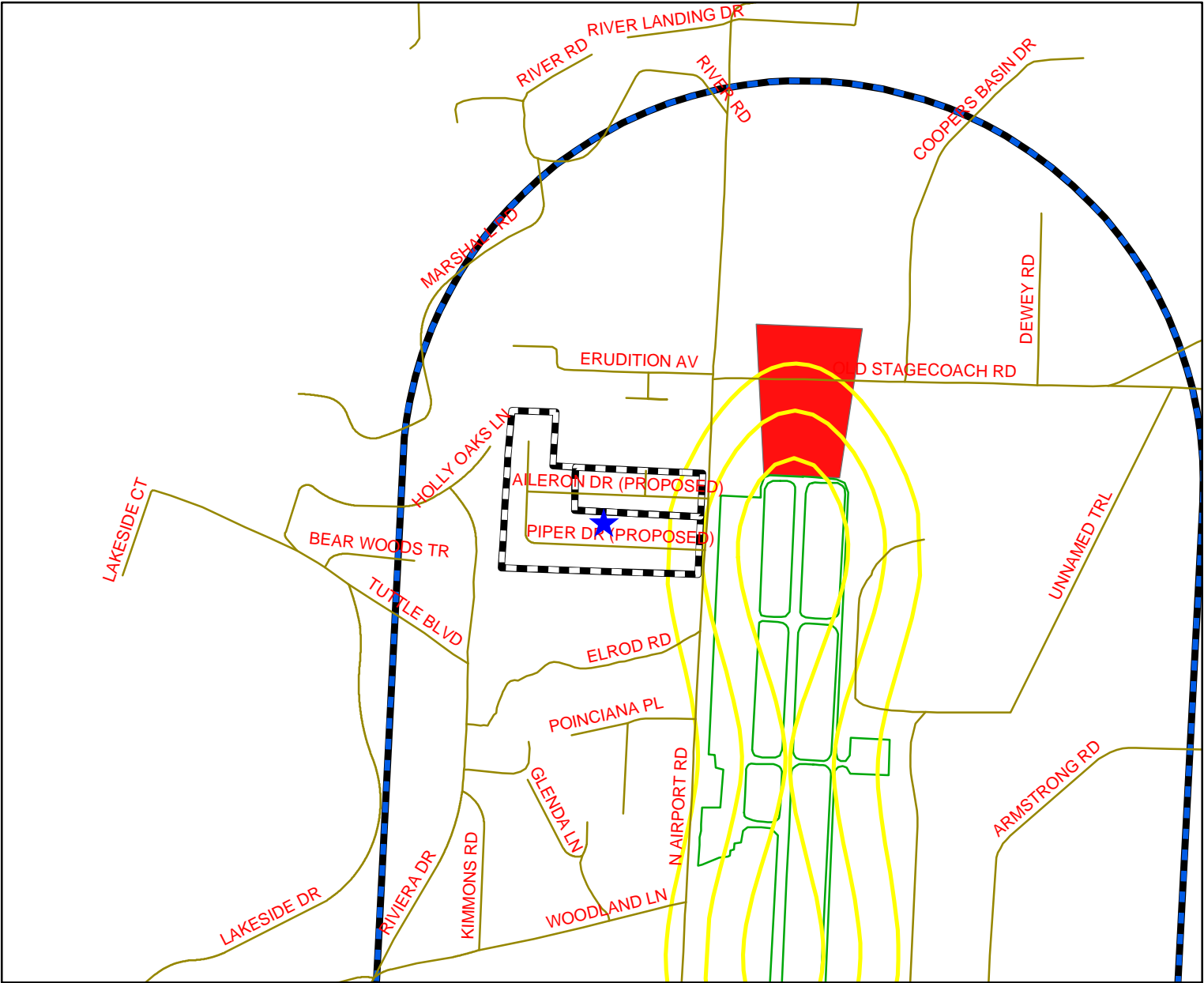
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- Streets
- 07-R-066_Rezoning
- Parcels

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Military Airport Zone for Peter Prince Field (Milton Airport) (2007-R-066)



0 500 1,000 2,000 Feet



- Legend**
- Streets
 - 2007-R-066_Rezoning
 - noise contours
 - DB
 - Less than 65db
 - 65 - 75db
 - Greater than 75db
 - Airfields
 - APZ
 - Accident Potential Zones
 - A
 - B
 - C
 - MAZPAZ
 - Military Airport Influence Area

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